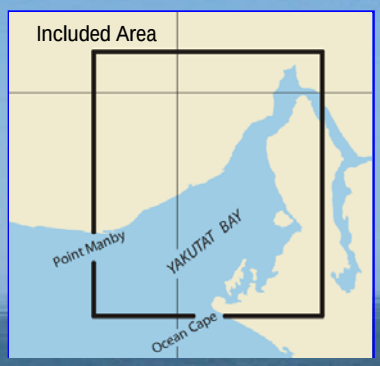
BookletChart™

Yakutat Bay

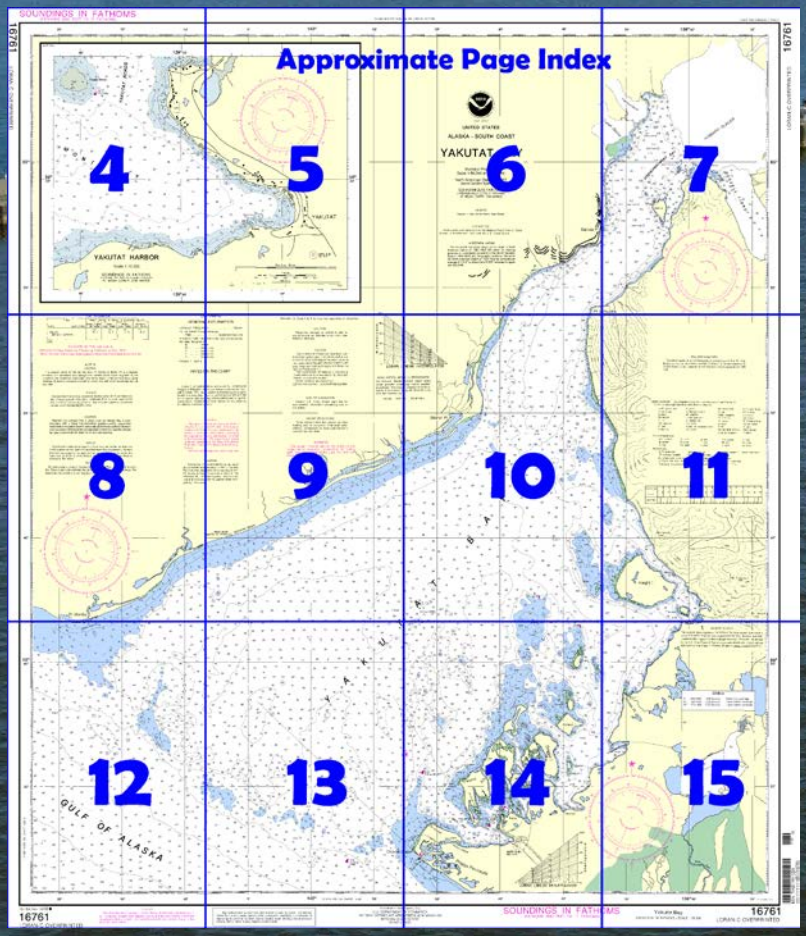
NOAA Chart 16761

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

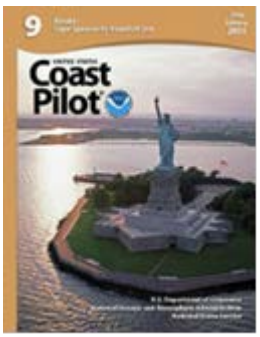
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16761.



(Selected Excerpts from Coast Pilot)
Yakutat Bay, 130 miles NW of Cape Spencer, has a 16.5-mile-wide entrance between Ocean Cape on the SE and Point Manby on the NW; the bay is 7 miles wide at **Blizhni Point,** 15 miles above the entrance, and 2 miles wide a few miles farther up in Disenchantment Bay, the N extension of the bay. Yakutat Bay, the best anchorage between Cape Spencer and Prince William Sound for light and medium-draft vessels, is mostly clear of islands and dangerous shoals. Depths in the bay range from 2 fathoms, marked by heavy growths of kelp W of Otmeloi and Krutoi Islands, to 141 fathoms off **Point Latouche,** 23 miles above the entrance. Two to 3 miles outside the line between Ocean Cape and Point Manby is a submarine ridge, very narrow on top, with depths of 3½ to 17 fathoms; the water deepens rapidly to more than 30 fathoms on either side except near Point Manby, and the ridge curves NE near Ocean Cape to join shallower water. During heavy weather, it has been observed that breakers or pronounced increased height of swell occur across the entire entrance to Yakutat Bay and may continue N to Disenchantment Bay; at such times entrance is dangerous.
Ocean Cape Light (59°32'08"N., 139°51'20"W.) is shown from a skeleton tower with a red and white diamond-shaped daymark on one of the bluffs. A lighted whistle buoy, 3 miles W of Ocean Cape Light, marks the entrance to Yakutat Bay. Heavy breakers have been observed up to 0.5 mile offshore from the cape; vessels unfamiliar with the area should not attempt to pass between the lighted whistle buoy and Ocean Cape.
Point Manby is on the NW side of the entrance to Yakutat Bay. There is usually heavy surf and strong currents along the shore from this point NE to Blizhni Point, making it dangerous for boats to land, and causing migration of the shoreline and sandbars. Landings at stream entrances should only be made at high water and with local knowledge.
Ice.–The ice in Yakutat Bay comes from the glaciers at the head of Disenchantment Bay and Russell Fiords. It is usually quite thick in Disenchantment Bay, but at times is scarce. Ordinarily, the ice banks on the W side of Yakutat Bay as far S as Blizhni Point. Scattered bergs usually are found in the bay proper, and occasional drifts find their way as far S as Ocean Cape and Point Manby. Ice flows have reportedly been encountered W of Knight Island on the E side of the bay.
Pilotage, Yakutat Bay, Alaska.–Pilotage except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.
The pilot association which serves Yakutat Bay is: Southeastern Alaska Pilots Association, P.O. Box 6100, 1621 Tongass Ave., Suite 300, Ketchikan, AK 99901; telephone, 907-225-9696, fax 907-247-9696; E-mail seapilots@prodigy.com; cable address, SEAPILOTS; radio call, WKD-53. Their pilot office monitors VHF-FM channel 12.
The Southeastern Alaska Pilots Association pilot boat is stationed at Cape Spencer pilot station. This boat CORONA BOREALIS is 36 feet long with a white hull and cabin with the word "PILOT" on the sides. CORONA BOREALIS displays the international day and night signals. Other vessels used for pilot transportation may or may not display international day and night signals. When the pilot is on the pilot boat at or near the pickup point VHF-FM channels 12, 13, and 16 are monitored and worked; the pilot station monitors channels 13 and 16, and works channels 12 and 77.
Pilot services should be arranged in advance through ships' agents, or otherwise, in sufficient time to enable the pilot to travel to the area where the service is required.
The established pilot boarding station or pickup point and other information for Yakutat Bay is in Chapter 3 of this pilot volume, and also in Chapter 3 of Coast Pilot 8 (Alaska: Dixon Entrance to Cape Spencer). Boarding instructions such as vessel's speed, course, ladder height, and preferred boarding side will be given by the pilot prior to boarding. This information depends on weather condition and type of ship, also pilotage services are effected by weather, tides and currents, and daylight hours.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:80,000 at Lat. 59°45′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)
AT MEAN LOWER LOW WATER

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Yakutat WXK-69 162.40 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Decreases of charted depths by as much as 3 to 6 feet were reported in 1997 in Yakutat Bay in an area adjacent to Schooner Beach from Pt. Manby to Kame Stream as a result of the February 28, 1979 earthquake. Mariners are urged to exercise extreme caution when navigating in this area.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.072″ southward and 5.985″ westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY . . . . . 100kHz.

PULSE REPETITION INTERVAL
7960 . . . . . 79,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).
M . . . . . Master
W . . . . . Secondary
X . . . . . Secondary
Y . . . . . Secondary
Z . . . . . Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

7960-X 7960-Y

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972

CAUTION

Mariners are advised that in areas such as Yakutat Bay, a layer boundary with a steep thermal/salinity gradient and/or suspended sediments in the water column can produce erroneous bottom traces on echo sounders. If this anomaly is suspected, a hand-held lead line should be used to penetrate the layer for an accurate reading.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE C

Hubbard and Turner Glaciers actively discharge ice into Disenchantment Bay, changing their limits daily. Icebergs, flow ice, and large swells due to calving are usually present. Mariners are urged to use extreme caution when navigating this area.

NOTE D

Significant shoaling has been found within one-quarter nautical mile of the glaciers at the head of Disenchantment Bay as presently charted. Mariners are urged to navigate with extreme caution as some depths found are up to 20 fathoms shoaler than charted and will continue to change in the future.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

NOTE E

Extreme currents occur at the pass between Russell Fiord and Disenchantment Bay. These currents are extremely fast and treacherous, carrying large icebergs. The pass is deemed unsafe and not navigable by mariners.

NOTE B

CAUTION

The western shore of Yakutat Bay from Pt. Manby to Blizhni Pt. is subjected to heavy surf conditions and alongshore currents which cause migration of the shoreline and nearshore sand bars and make beach landings hazardous. Boat landings at stream entrances should be made only with local knowledge and at high tide.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Yakutat (59°33′N/139°44′W)	10.1	9.2	1.4	-4.0

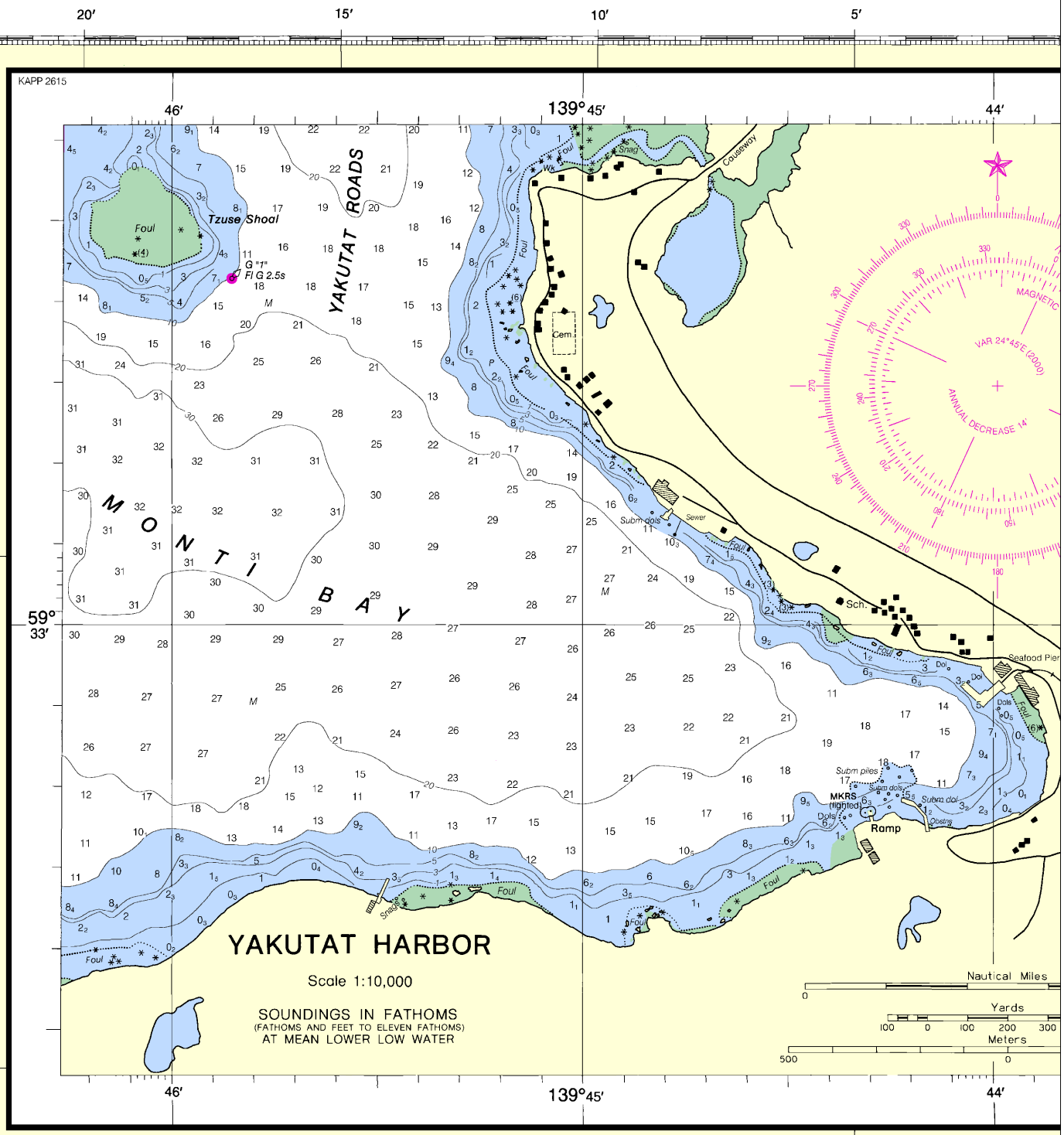
(299)

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

16761

LORAN-C OVERPRINTED



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COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.

Joins page 8

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.
PULSE REPETITION INTERVAL
7960 ..... 79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary

Consult U.S. C

Te
navig
Notic

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Formerly C&GS 8455, 1st Ed., Mar. 1901 V-1901-42 KAPP 2614

140° 55′ 50′ 45′ 40′

59° 33′

UNITED STATES

ALASKA – SOUTH COAST

YAKUTAT BAY

Mercator Projection
Scale 1:80,000 at Lat. 59°45′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

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YAKUTAT

AERO R Bn
385

SUPPLEMENTAL INFORMATION
Coast Pilot 9 for important supplemental information.

CAUTION
Temporary changes or defects in aids to vigation are not indicated on this chart. See tice to Mariners.

CAUTION

MICROSECONDS

Joins page 6

Joins page 9

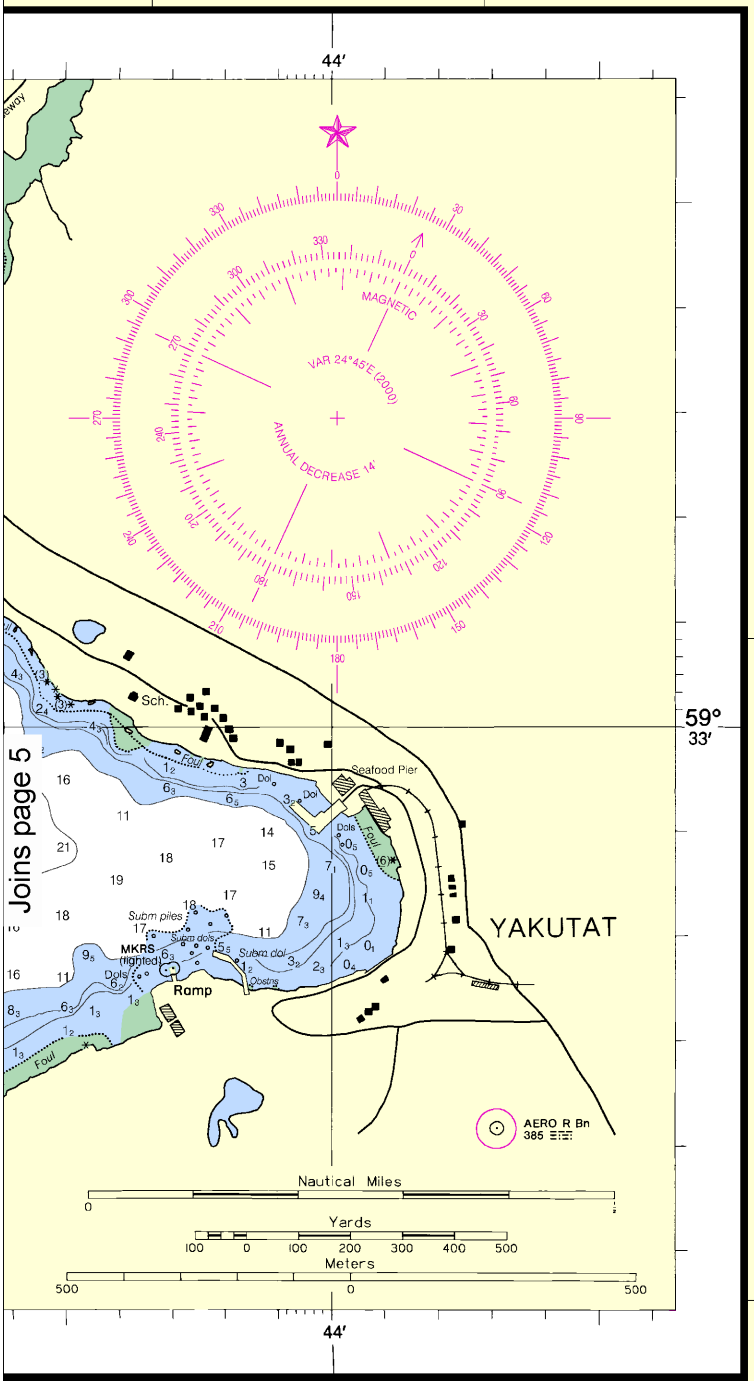
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8455, 1st Ed., Mar. 1901 V-1901-42 KAPP 2614

5′ 140° 55′ 50′ 45′

44′

59° 33′



Joins page 5

44′

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

ALASKA – SOUTH COAS

YAKUTAT BA

Mercator Projection
Scale 1:80,000 at Lat. 59°45′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)
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the North American Datum of 1927 must be correcte
average of 1.072″ southward and 5.985″ westward to ag
with this chart.

NATION

. . . . . 100kHz.

9,600 Microseconds
(Not individual sta-

SUPPLEMENTAL INFORMATION
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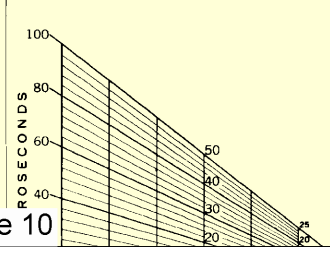
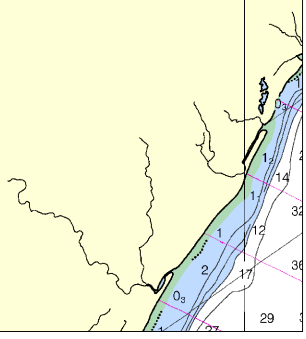
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

CAUTION

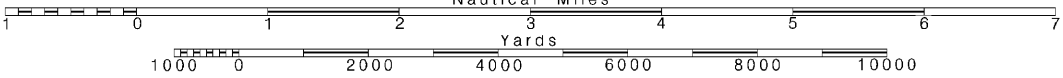


Joins page 10

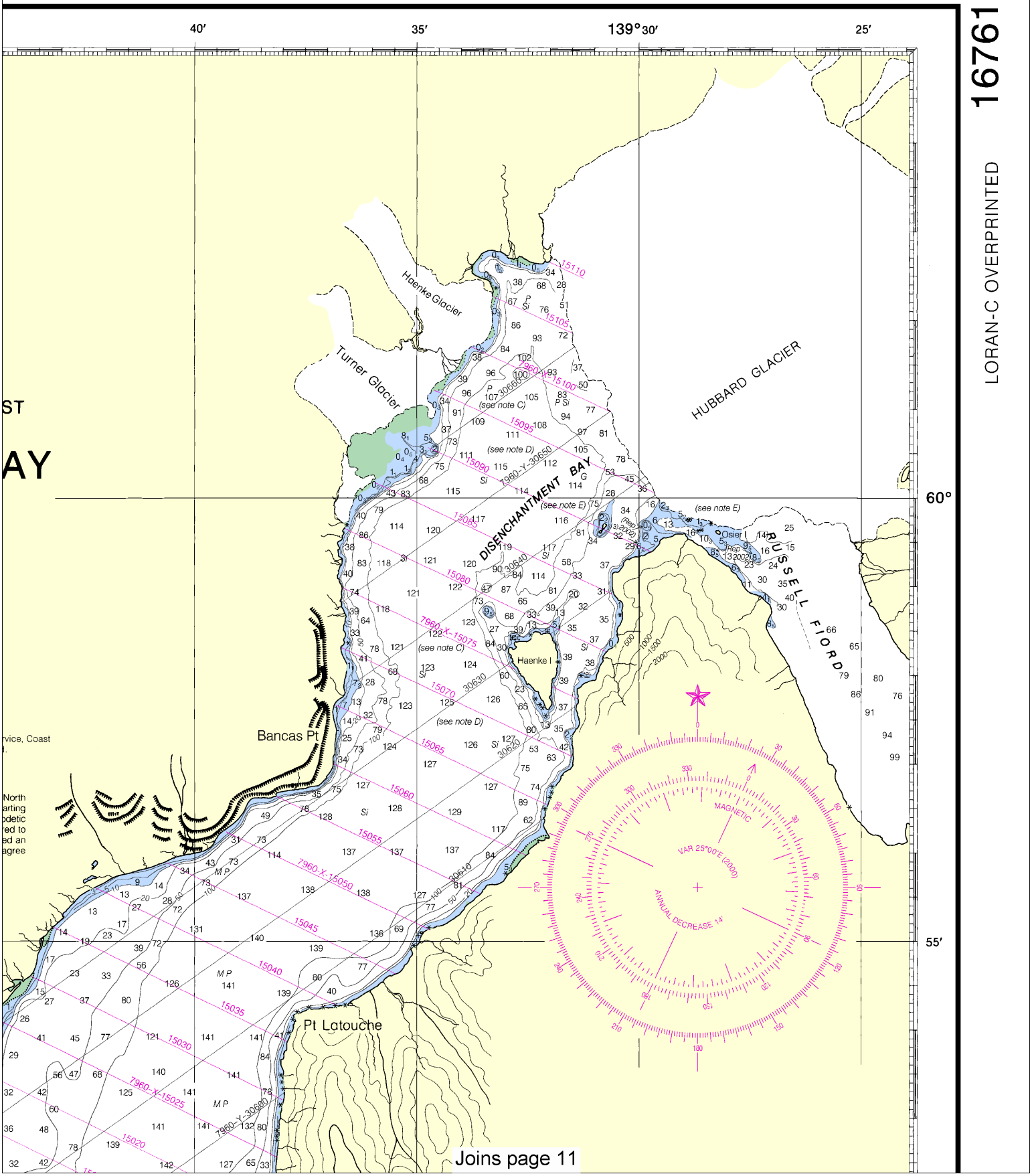


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~



See Note on page 5.



LORAN-C OVERPRINTED

16761

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

Joins page 4

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
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LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.
PULSE REPETITION INTERVAL
7960 ..... 79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE: 7960-X

RATES ON THIS CHART

7960-X 7960-Y

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Consult U.S. C

50′

45′

MAGNETIC
VAR 24°30′E (2000)
ANNUAL DECREASE 14′

MAST (SHIP)
(CENTER OF THREE)
Schooner Beach
Pt Manby
(see note B)
7960-X 14900
14915
14910
14905
14895
14890
14885
14880
14875
30640
30630

Joins page 12

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.

Joins page 5

SUPPLEMENTAL INFORMATION

Coast Pilot 9 for important supplemental information.

CAUTION

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Only marine radiobeacons have been cali- ated for surface use. Limitations on the use certain other radio signals as aids to marine vigation can be found in the U.S. Coast Guard ht Lists and National Imagery and Mapping ency Publication 117.
Radio direction-finder bearings to commercial oadcasting stations are subject to error and ould be used with caution.
Station positions are shown thus:
(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for pplemental information concerning aids to vigation.

RADAR REFLECTORS

Radar reflectors have been placed on many ating aids to navigation. Individual radar lector identification on these aids has been itted from this chart.

WARNING

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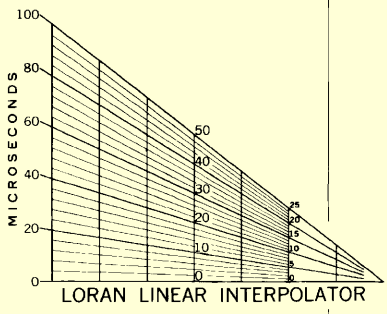

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Yakutat	WXK-69	162.40 MHz

Blizhni Pt

Kome Stream

TANAGA BAY

Joins page 10

Joins page 13

Joins page 6

NATION

. . . . . 100kHz.

9,600 Microseconds
(Not individual sta-

CHART

960-Y

ished by the National
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as been made to meet
established by the U.S.
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Joins page 9

SUPPLEMENTAL INFORMATION

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Station positions are shown thus:
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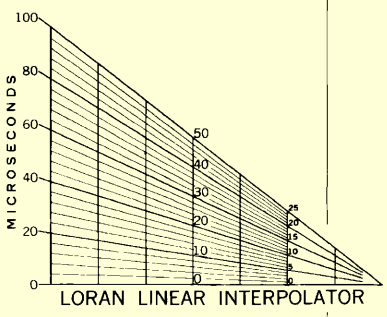

LORAN LINEAR INTERPOLATOR

NOAA VHF-FM WEATHER BROADCASTS

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Yakutat WXK-69 162.40 MHz

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WARNING

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Blizhni Pt

Kome Stream

Schooner Beach

T (SHIP)
THREE)

7960-Y-30600

7960-Y-30550

7960-X-14925

7960-X-14900

7960-X

14945

14940

14935

14930

14920

14915

14910

14905

30590

30580

30570

30560

30540

30530

M P St 18

P St Sh

Shl rep (1990)

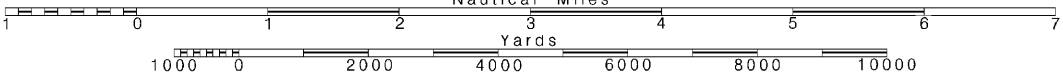
S Sh

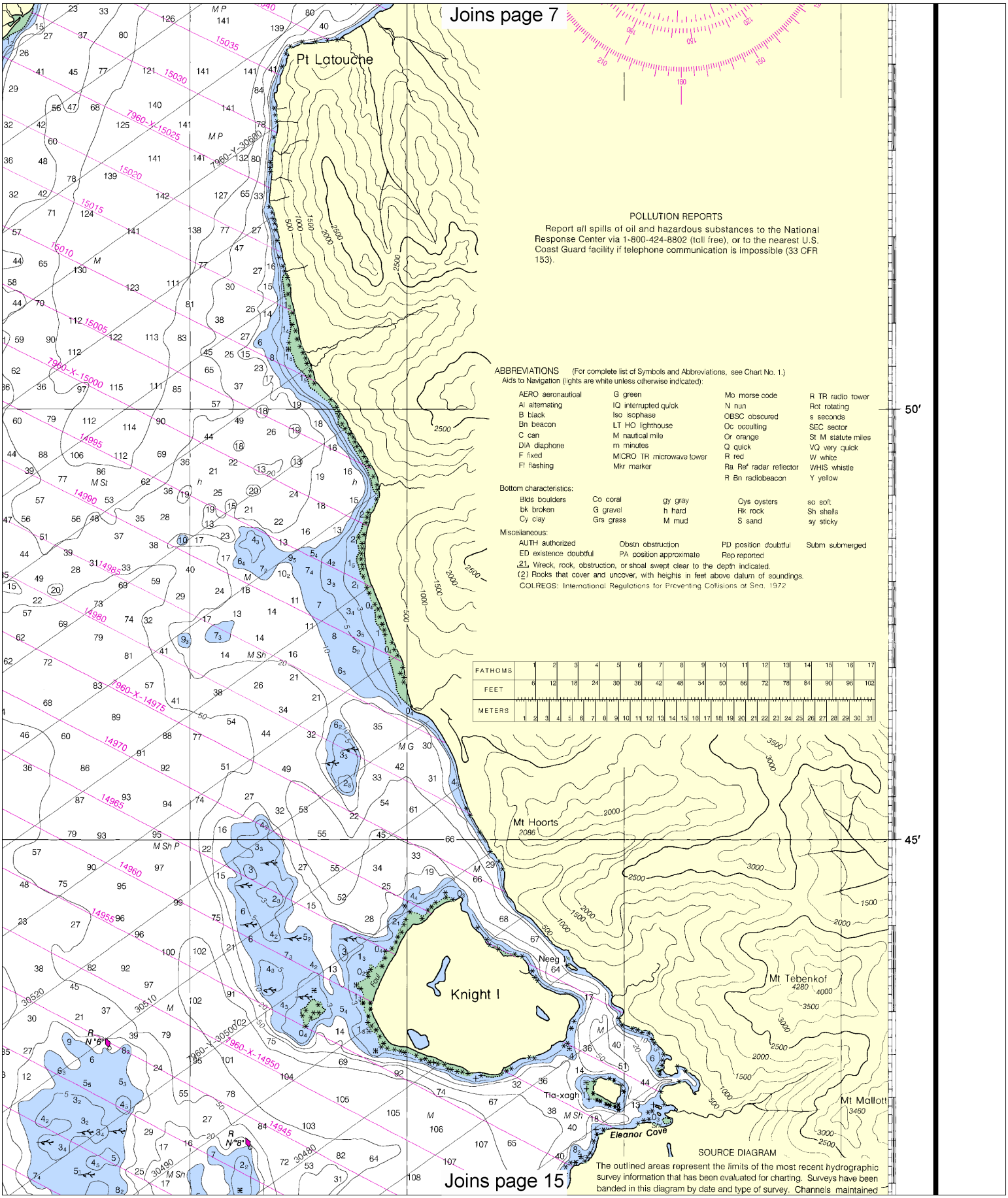
Joins page 14

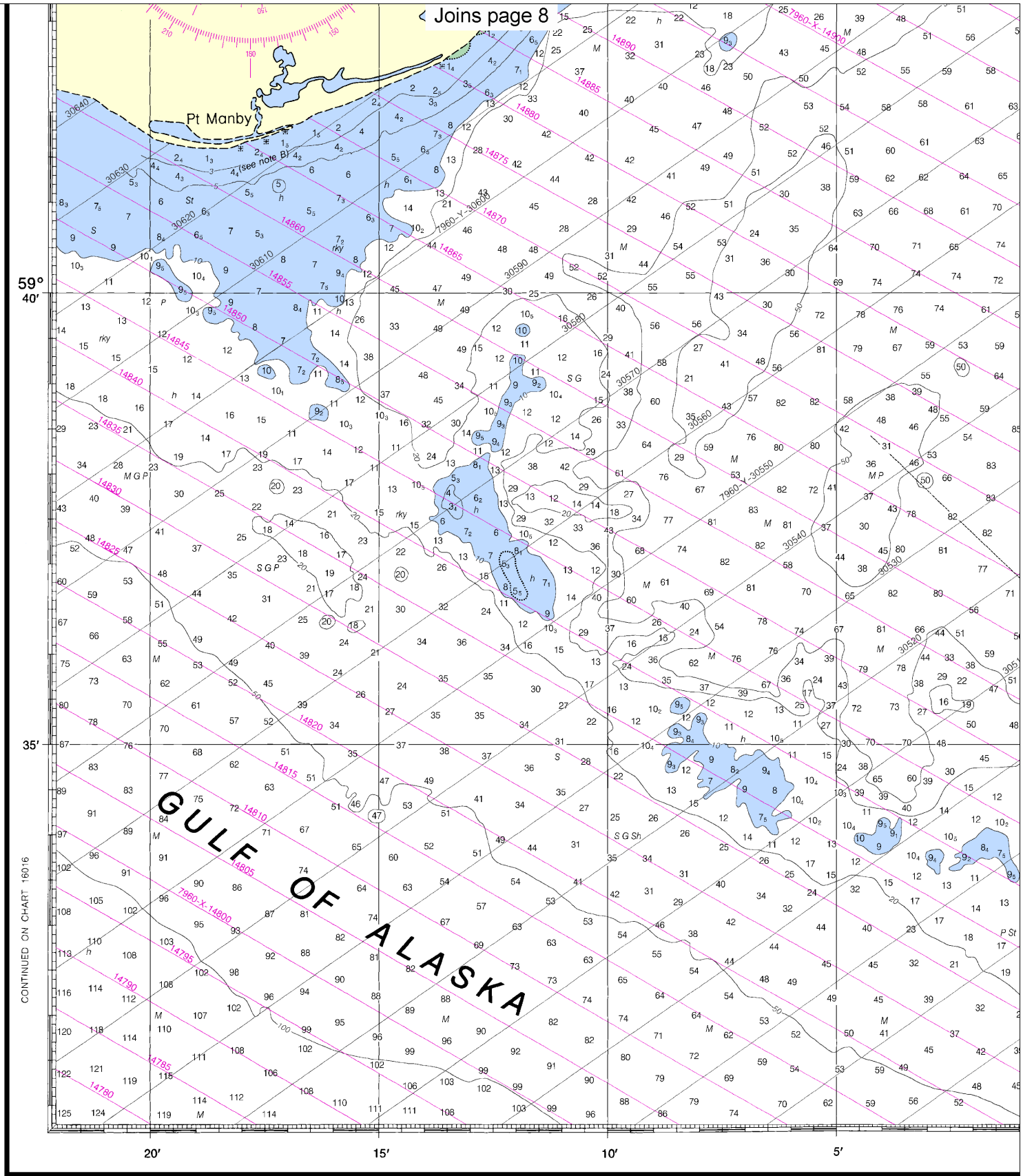
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.




Joins page 7
Pt Latouche
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow
Bottom characteristics:
Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
21 Wreck, rook, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972
FATHOMS
FEET
METERS
50′
45′
Mt Hoorts
2086
Knight I
Neeg
Mt Tebenkof
4280
Tla-xagh
Eleanor Cove
Mt Mallott
3460
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained
Joins page 15



16th Ed., Nov. 18/00 ■

16761

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CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or co improving this chart to the Chief, Marine Chart Division (N/CS2), Nati Service, NOAA, Silver Spring, Maryland 20910-3282.

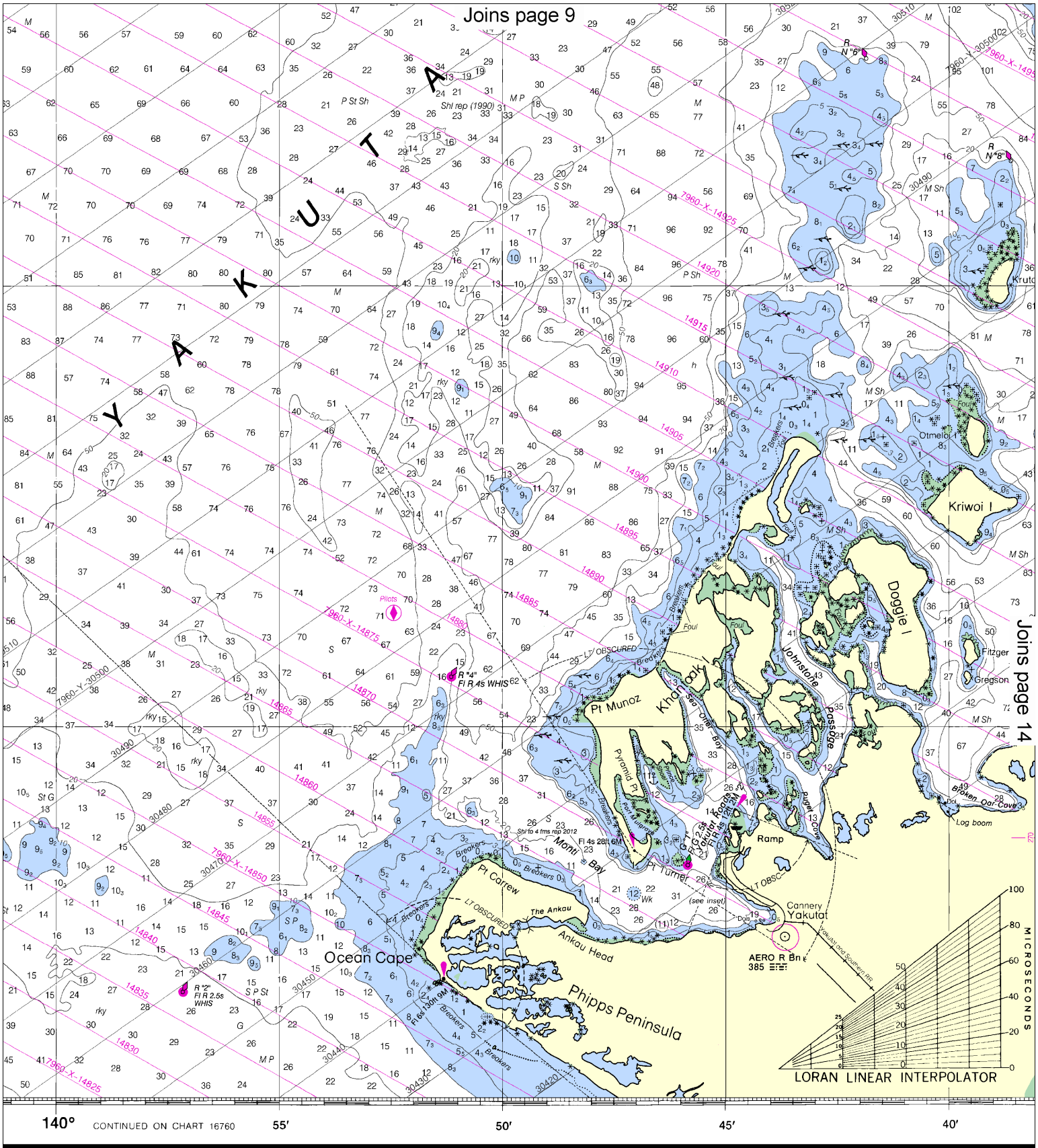
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



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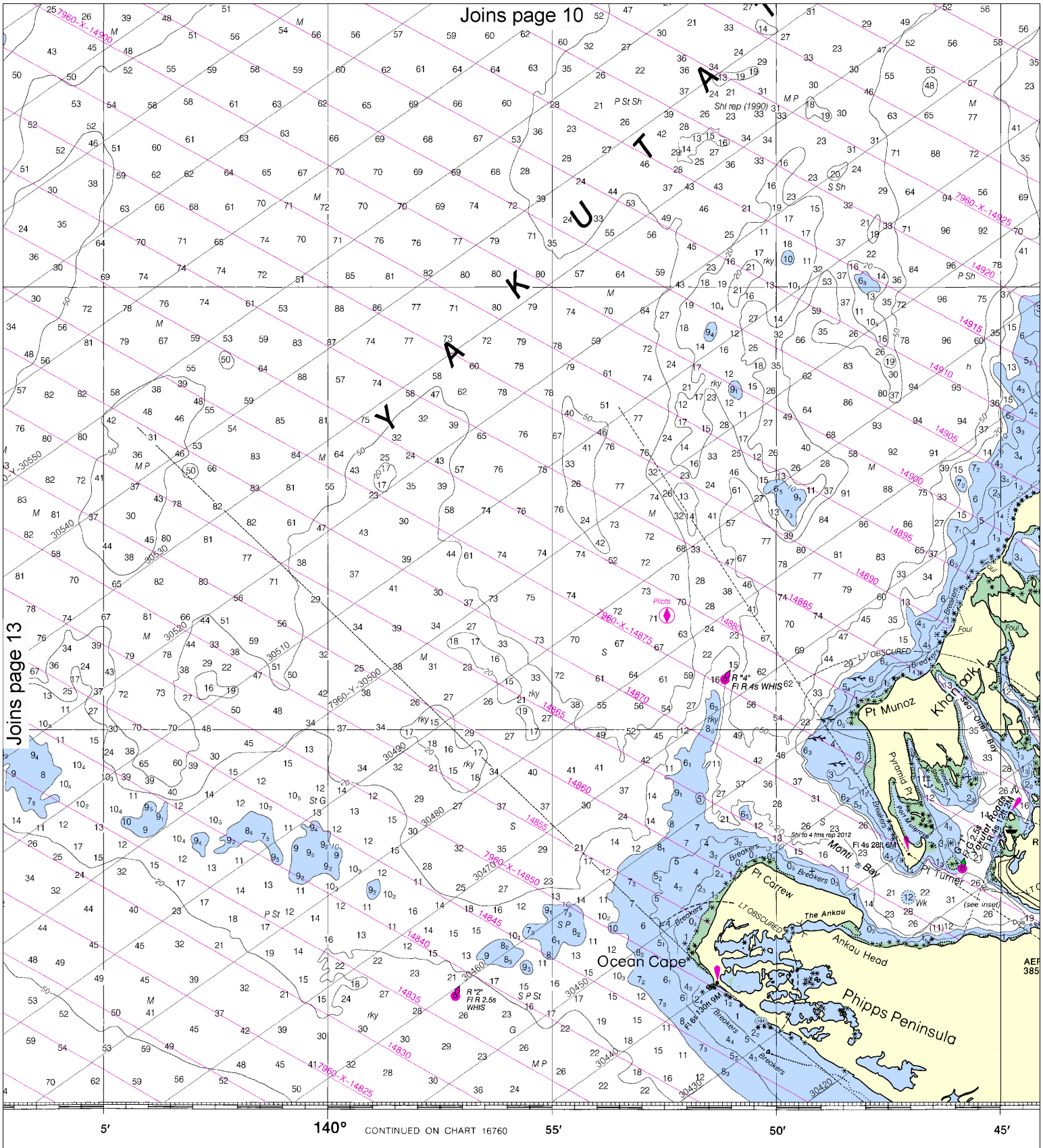
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FA
(FATHOMS AND FEET TO 11 FAT



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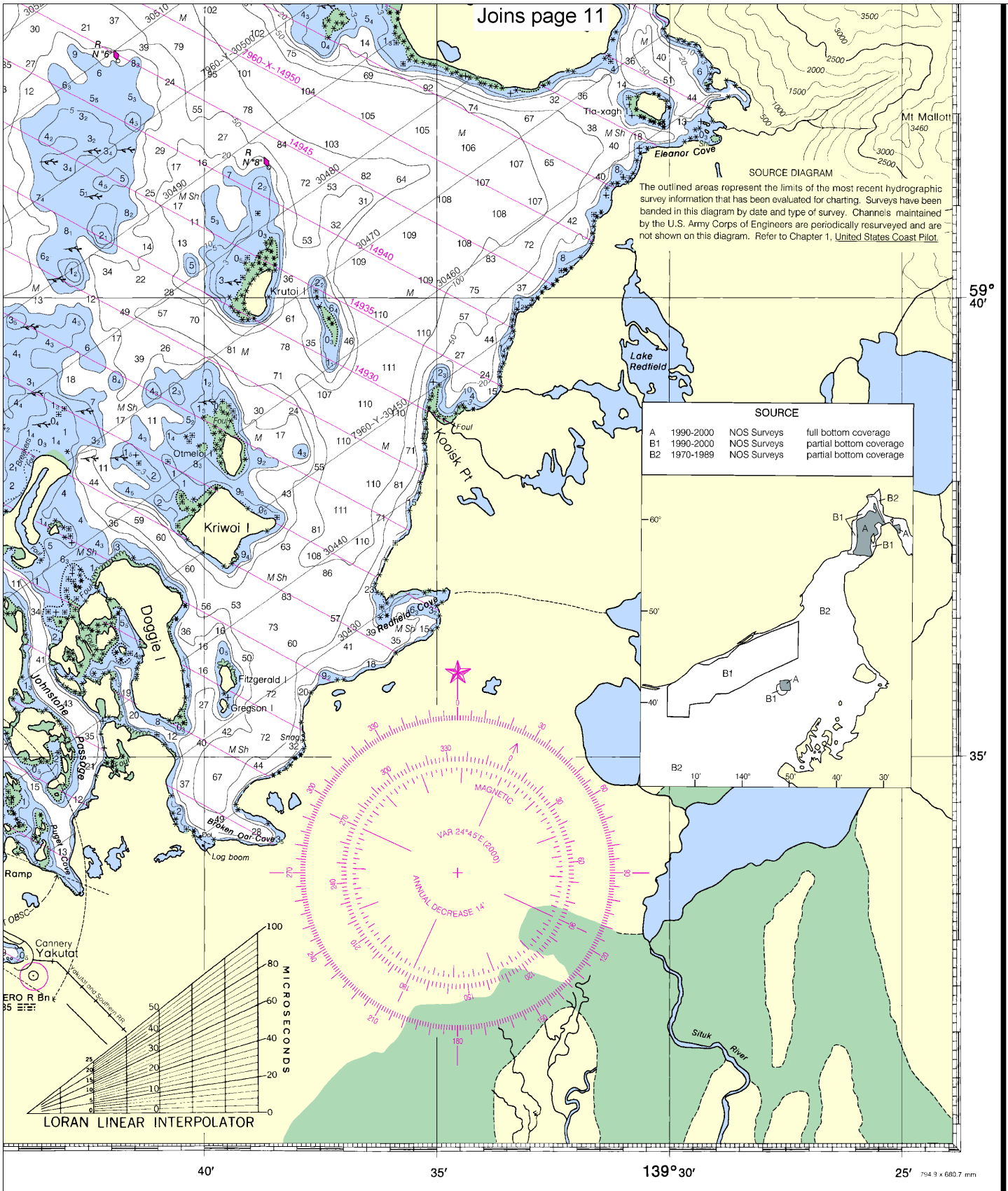

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Yakutat Bay

SOUNDINGS IN FATHOMS – SCALE 1:80,000

16761

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NIMA STOCK NO. 16BCO16761

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
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National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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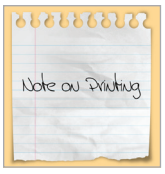

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